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THE HONGKONG DISPENSARY.

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At Macao, on the 28th November, 1901, the  
wife of F. X. M. PLACE TAVARES, of a daughter.

[20]

[2016]

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 30th, 1900

"The returns received show that in the late typhoon over two hundred lives were lost and two hundred and seventy junks and fishing boats were sunk or destroyed, causing much distress among the seafaring population of the Colony. The Governor invites the inhabitants of the Colony to meet him at the City Hall on Monday, the 3rd December, at noon, to take such measures as may be deemed necessary for the relief of the sufferers."

The above statement we received yesterday morning from H.E. the Governor, with a request for its publication. This we are very glad to do, and we trust that the Governor's invitation will meet with a fitting response from the inhabitants of Hongkong. On the 14th instant we wrote that we were in a position to state that the work of affording practical relief to sufferers from the typhoon had been organised immediately by the various Chinese benevolent societies of the Colony and that these societies were at the time financially competent to dispense all the charity necessary. We recorded also that the Tung Wah Benevolent Association had informed His Excellency, in reply to an enquiry, that they were at that time quite capable of doing the relief work unaided, but that if they should require any financial assistance they would ask him to start a public subscription list. During the fortnight which has elapsed since that date, the police have been busy collecting the returns of injury to life and property among the Chinese caused by the typhoon, and the result of their labours appears in the figures given. More than two hundred lives have been lost, while among the junks and smaller boats as many as two hundred and seventy were either sunk or destroyed. It can easily be imagined how much suffering and distress have been occasioned among our

harbour and fishing population by this catastrophe of the 9th and 10th instant. As we have already seen, the Foreign Community of Hongkong was anxious to come forward and contribute to the relief of the unfortunate natives, and only held back at the request of the Chinese themselves. Now we have our opportunity. By meeting H. E. the Governor on Monday next at the City Hall, we shall be able to concert measures for assisting those who have lost so heavily by the great storm. We shall have the figures before us, and the Chinese societies will no doubt be ready to tell us to what extent they have been able to meet the call upon their charity. It will then be open for the Foreign Community of Hongkong to prove their sympathy for suffering, in the way which may be decided as best, and we have no fear that they will fail to do so. All that is wanted is a representative meeting on Monday next, and this it should be easy to obtain.

A contract has been made between Captain Jensen and a Japanese, K. Sato by name, for the salvaging of the cargo of the sunken vessel *Calanda*, consisting of about 1,000 tons of coals and 800 tons of general merchandise. The Japanese contractor undertakes to raise the goods within ten months after the signing of the contract.

In a *Government Gazette Extraordinary* issued yesterday morning, Singapore is proclaimed a "port or place at which an infectious or contagious disease prevails." In the same *Gazette* is published the letter re the release from quarantine of vessels arriving in the Netherlands-Indies from Hongkong, which by the courtesy of the Dutch Consul-General we have already published in these columns.

Mr. George P. Lammett yesterday at noon, in his side rooms in Dundell Street, disposed by public auction of the British steamer *Glenavon*, 2,386 tons gross (wrecked at Lung Tang Island), with all her gear, bunker coals, and cargo (about 1,000 bales of hemp). The auctioneer intimated that 3,400 bales had already been saved. Bidding was confined exclusively to Chinese dealers, and started at \$100, rising rapidly in jumps of \$25, \$50, and \$100 to \$1,150. There the figure remained for some time, but it finally rose to \$1,200, at which price the steamer was knocked down to one Lee Sing Kai.

By special invitation of the Director of the Japanese Lighthouse, Buoys and Beacon Bureau a number of Japanese and foreign officials had an opportunity on the 10th inst. of inspecting certain new lighting apparatus which is about to be brought into use. Under the guidance of the Director (Mr. Kusuma) and the Engineer (Dr. Ishibashi) the visitors saw a third-class revolving light to be placed on Sekisaki in the province of Bungo; a fifth-class light for Shimizu; a green disappearing light for Haneda Point, and a first-class revolving light of enormous candle power for the north island of the Pescadore Group.

The following items are from the *Foochow Daily Echo* of the 24th inst.:—"Several changes have taken place lately in our Consular Service here. Last Monday Mr. Playfair was a passenger by the *Haiching* for home on leave, and Mr. O'Brien Butler has taken his place. Mr. Hughes is due to arrive at Pagoda Anchorage to-day and replace Mr. Werner, who has been ordered to Hoihow. Mr. Bickett has handed over charge of the Hongkong and Shanghai Bank to Mr. Wallace and has left for England for a year's holiday. Many of our readers must have noticed the very neglected appearance of the Chapel in the Cemetery. For many months it has been left in the state we now see it and it is time that those who have charge of the place spent a few dollars for the necessary repairs. We are authorized to announce that a burlesque will be performed at the Frivoly theatre on Friday next, the 30th instant. The curtain will rise at 9 p.m. and the management will be obliged if those patronising the entertainment will be in their seats a few minutes before that hour. Though no matches have taken place this week cricket was played on Tuesday and there have been games of hockey on several afternoons, visitors from H.M.S. *Mohawk* joining in both.

The two years' leave of absence in China just granted to Captain J. Herbert Crocker, R.N., to enable him to learn the Chinese language, says the *Outlook*, draws sharp attention to a fact which may well astonish the average civilian. They have at the Admiralty a list of "officers qualified to act as interpreters," but, though it comprises more than a hundred names, it does not contain one of a single officer "noted" to the Board as proficient in Chinese. Italian, German, and French officer, interpreters are fairly numerous, although it must be hoped, and may be assumed, that even they are far from exhausting the total of gentlemen in the sea service of the Crown who possess a competent knowledge of these languages. Hindustani is well represented, but on the list there are only three interpreters in Russian, one in Turkish, and one in Greek. Three or four exhaust the list as regards Arabic. More than thirty per cent. of the whole know Swahili—the Bantu tongue modified by some Arabic, which is the language of the coast people in the Zanzibar region. One officer is "noted" as an expert in Chinook, that argot of French, English, and the languages of some of the North American Indian tribes, which is supposed to have had its origin in the early traders on the Columbia River. It must be said, however,

The East Chinese Railroad Company, according to a despatch from St. Petersburg, is trying to effect a loan in the United States and France through the Russo-Chinese Bank. The *Frankfurter Zeitung's* correspondent, who gives \$55,000,000 as the amount, says that Director Rothstein is about to start for New York in the interest of the loan.

Kegeyama Iwasaburo, who recently threw his clogs at the carriage of the Empress of Japan, seems to have recovered from his temporary insanity. He declares himself unable to understand the motive of his extraordinary conduct, and to be much distressed at having caused such trouble to his family. His parents and relatives have come from Aichi to take charge of him, and the authorities have handed him over to their care.

The *Times of Ceylon* reports that an occurrence took place on the P. & O. steamer *Britannia*, which excited some interest among the passengers. At Marseilles there came on board several Chinamen, and one of the number, who was always very handsomely attired, and showed every sign of wealth, died on the way out. There were difficulties in the way of the body being embalmed, but spirits were used to preserve the body, which was again enclosed in a case. This was transhipped at Colombo to the *Coromandel* and was taken on to China by the deceased man's friends.

Yet another outstretched hand for the commerce of the Pacific. The American-Hawaiian Steamship Company's pioneer vessel has just made her official trial-trip from Seattle's yard, Chester, Philadelphia. The trade, which will be extended to China and Japan in due course, will be of an independent character, and will embrace, amongst other things, the sugar freights between the Atlantic and the Pacific. The Company will operate six steamships. The one just built is 8,500 tons register. Two of the remaining five will each have a registered tonnage of 13,000. Contracts for the construction of two of the fleet are held by the Union Iron Works. This new steamship line has been started by leading Eastern shipping firms, says a San Francisco paper. Its advent into the commercial life of California is a matter of the greatest importance to this port. It opens a direct trade by sea with Philadelphia and will doubtless help materially to develop commerce with the west ports. It may be also accepted as another practical illustration of the high estimation which sagacious and enterprising Eastern shipping firms are placing on the future commerce of the Pacific Coast.

The school system which is being established in the Philippines under the direction of Mr. Frederick W. Atkinson, the Federal Government's superintendent of instruction, is growing apace. The latest report of Mr. Atkinson to his Government is an appeal for assistance, in which he says: "There will be need here of some dozen or more first-class primary and grammar-school teachers. We will pay \$75 to \$100 a month the year round. The Government will pay transportation from the teachers' homes to Manila. Have you in mind some normal school graduates of successful experience who will come here for three years to teach in a model school, and at the same time assist native teachers in learning our educational ways? We want also some eight or ten young men to become superintendents in some of the larger cities. Salaries to be paid would range from \$2,000 to \$2,500. My plan is to establish right away here in Manila a normal school. Can you not suggest some teachers? Do you know of the right man for the principal of the normal school? If necessary \$3,500 would be paid. I am making my wants known to some of the leading educators of the United States. Let candidates state to me for what salary they will come and the earliest possible date that they could give up their present positions and come to Manila."

The emigration of young Japanese to New Caledonia continues, and 430 from the northern parts of the Islands arrived a few days ago at Sydney in the steamer *Shinano Maru* en route for the French Colony. On their arrival a difficulty arose as to the accommodation to be provided for them pending their departure for Noumea, the *Shinano Maru* not taking them through to their destination. Then, by the laws of the colony, the landing of aliens was prohibited with certain reservations. One of these is the educational test which necessitates the possession of ability to read and write in any one European language. As the men, who are miners, and proceeding to New Caledonia to work in the mines there, were unequal to the test demanded, the Custom Authorities would not permit them to land. The position, says the *Sydney Morning Herald*, was therefore a perplexing one for the agent representing the New Caledonia Nickel Company, by whom the men were engaged. Mr. A. C. Gaerler, the Sydney agent for the company, did his best to meet the sudden demand of the authorities. The *Shinano Maru* was to leave for Melbourne, and her contract had expired so far as the conveyance of the emigrants was concerned. Mr. Gaerler engaged the steamer *Mangana*, lying in the upper harbour, and a hulk for the men's accommodation. It was evident that as the transport of the people to New Caledonia would necessitate a few days' detention here, it would be little short of inhuman to keep them on board throughout that period. The representative of the Nickel Company therefore waited upon the Government, and laid the matter before the authorities, with the result that they were landed on Clark's Island pending their departure. The miners, the *Herald* adds, were very demonstrative in their expressions of gratitude for the kindness shown them. The New South Wales Government had met the wishes of the Japanese Government immediately the matter was placed before them in the most opportune and generous manner possible.

Captain Hannah, of the British ship *Elyshire*, an occasional trader to this port, died in August on the passage home from Tacoma to London.

According to the *Journal of Commerce* (New York), the United States engineers at Manila propose at an early date to improve the water supply of that city. Plans for the undertaking are shortly to be prepared. The cost of the improvements has not yet been estimated, but that it will reach £203,000 seems to be the general opinion in engineering circles.

A special to the *Sun* from Washington says:—The naval authorities will make the Puget Sound establishment an important repairing station. The other ships of the Asiatic fleet are to be sent there whenever they need extensive overhauling. The Navy Department is very much dissatisfied with the character of repair work on war vessels at private dockyards in the Far East and Rear-Admiral Melville has asked for an appropriation of \$1,000,000 to construct a machinery repairing ship to be sent over there. Most of the construction work hereafter will be done, however, at Puget Sound. The Navy Department has ordered Naval Constructor Frank W. Hibbs from Mare Island Navy Yard to the Puget Sound Naval Station, where he will be in charge of the construction department.

This is what a writer in the *Review of the Week* says of Capt. Hedworth Lambton's defeat at Newcastle in the General Election:—"The English people are suffering from an epidemic of South African falsehood—that is all. It will pass away, like other foul miasmas, leaving the patients feeling very small and cheap. It will be interesting to watch their recovery, and to see how gladly they will turn for advice and support to those whom now they revile and deride. Meanwhile, Sir George White, whose bravery was only exceeded by his blundering, but who had the Irish cleverness to hush up everything awkward and make things pleasant for all in authority, is Governor of Gibraltar with £3,000 a year and pickings. Hedworth Lambton, because he told the truth, is a half-pay captain and a rejected candidate."

It was at a banquet, very well done; the suffering millionaire in the background had died to some purpose, and the champagne not only flowed like water but it was really good. No other drink was going, and this fact was a source of considerable material pleasure to thirsty Southrons and of moral stimulus as well—a symptom of the generous donor's magnificence and his guests' importance. But you cannot please every one, and pearls have ere this been cast before creatures which despised them. Two Scots were present. They drank rather more of the champagne than any one else, but after dinner, while their neighbours still partook of Pommery and Chiquet, the Elder was heard to say to the Balie, "Is it no time, Balie, we had a drink?" "A drink?" said the other, "aye, that it is," and pointing to the empty champagne bottles he added, "Balie, these French mineral waters are vera lowrin' to the system."

A writer on "Malay Zoology" in the *Oxford Magazine* records that once when he was riding down a jungle stream in Leghe the elephant screamed like a cur that has been run over in the street. "The gambala (elephant-man, or mahout) only prevented his beast with difficulty from bolting into the jungle that rose like a wall on either bank. I asked what was the matter, but the gambala refused to say a word. Again the same thing happened. Then I insisted on knowing what caused the elephant to behave in such an unusual and unpleasant manner. The mahout looked all round him apprehensively, and then he turned from where he sat on the elephant's neck, and whispered in my ear that it was a tiger. He pointed with his rattan cane to a passage in a patch of long grass through which a large animal had evidently just made its way. No white man could be expected to understand the niceties of jungle etiquette, and Europeans are believed to be protected from the attacks of tigers (which are said to be peculiarly fond of Chinamen), because white men 'sweat bad'."

## LOCAL MOVEMENTS.

Yesterday the British transports *Pentabola* and *India* and the hospital-ship *Gualior* arrived in the harbour from the north. By the latter came the Maharajahs Seindia of Gwalior and Bikanir.

The Portuguese cruiser *Adamastor* came over yesterday from Macao.

The British transport *Dundee* left on Wednesday night.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## DIOCESAN SCHOOLS.

TO THE EDITOR OF THE "DAILY PRESS."

HONGKONG, 29th November.  
DEAR SIR.—Reports have been freely circulated that there have been cases of diphtheria in the above Schools; and, in consequence, requests have been made for the withdrawal of children. As such reports, uncontradicted, circulated to the detriment of the schools, and hinder the education of the children, I shall be very much obliged if you will, on my authority, emphatically deny that there has been any case of diphtheria in either the Diocesan School and Orphanage, or the Diocesan Girls' School.—Yours, etc.,  
R. F. COBOLD.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 29th November 7.55 p.m.

DISQUIETING NEWS FROM TIENTSIN.

Tientsin despatches dated yesterday report that Boxers and soldiers are creeping back secretly to the neighbourhood. A very uneasy feeling is general among the Chinese at Tientsin, all expecting trouble when the port closes.

## GLOOMY ANTICIPATIONS.

A serious reverse to the German expedition to Kalgan will encourage the Chinese to renewed efforts. The Chinese have an abundant supply of rifles.

## THE BRITISH VISIT TO WUCHANG.

Admiral Seymour's and Consul-General Warren's visit to Wuchang has apparently had a first-rate effect on Viceroy Chang Chih-tung.

## ANOTHER EXPLOSION AT HANGCHOW.

Another great powder explosion occurred at Hangchow on Saturday last. Forty were killed, and many houses were destroyed.

## IS HSUTUNG ALIVE STILL?

Hsutung is reported still alive and in hiding.

## SUN YAT-SEN TREATING WITH CHANG CHIH-TUNG.

It is reported from Wuchang that Sun Yat-sen wrote offering to return to his allegiance. Chang Chih-tung replied that he must bring the heads of Kang Yu-wei and Liang Chai-cho. He has taken the oath of fealty.

## ANOTHER DEATH CONTRADICTED.

Huai Tapu, of whom it was reported that he had died, is proceeding to Hsianfu.

## THE WAR IN SOUTH AFRICA.

LONDON, 28th November, 11.10 a.m.

## DASTARDLY PLOT AGAINST LORD ROBERTS—NOT BOERS THIS TIME.

It is officially announced that a plot against Lord Roberts at Johannesburg has been discovered by the police, who arrested five Italians, four Greeks, and one Frenchman on the 16th instant. The intention of the conspirators was to explode a mine under a church, while Lord Roberts was there, on the 18th instant.

## TYPHOON IN THE PHILIPPINES.

MANILA, 29th November, 8.50 a.m.

## U. S. CRUISER LOST AT GUAM—AN ISLAND DEVASTATED.

The U. S. cruiser *Yosemite* was wrecked in a typhoon at Guam on the 18th November. Five of the crew were lost, the remainder being rescued by a collier.

Justin Island was devastated by the typhoon, one hundred natives being killed.

[The cruiser *Yosemite* was a converted merchant-vessel of 6,179 tons and 4,700 h.p. She was launched in 1892 and carried ten 6-in. Q.F. six guns, and two machine guns. Her speed was 16 knots and her complement 285 men.]

## REUTER'S SERVICE.

London, 27th November.

## ASHANTI CAMPAIGN.

The Ashanti campaign is finished.

## THE ILLNESS OF THE TSAR.

There is a distinct improvement in the condition of the Tsar.

## BRITISH SOUTH AFRICA.

The Boers, who are active in the Western Transvaal and the Southern part of the Orange River Colony, propose to strike the Cape Colony border, when they believe they will be joined by numbers of disaffected Dutch with supplies of hidden weapons.

## KRUGERMANIA IN PARIS.

The enthusiasm over Mr. Kruger in Paris is waning.

## OPENING OF THE BLAKE PIER YESTERDAY.

PROPOSED REMOVAL OF THE CLOCK TOWER.

Yesterday afternoon "Blake Pier," as the structure which has displaced Poddor's Wharf is named, was formally opened by His Excellency the Governor (Sir Henry Blake, G.C.M.G.). The ceremony was attended with considerable éclat. Under the superintendence of Messrs. J. M. Madie (assistant engineer, Praya Reclamation Works) and W. S. Triscott (overseer, Praya Reclamation Works) the pier had been beautifully decorated with plants, flowers, and flags. At the entrance was a fine dossal triumphal arch in three divisions. Over the central division were the words "Blake Pier" emblazoned in gold and light blue on a red ground, and from the centre of each division hung a large basket of flowers, while the corners of the arch were surmounted by British flags. The rest of the pier was festooned with garlands, with flags at intervals, and was lined with pot plants. Some gaily decorated launches were ranged alongside.

A party of police in charge of Chief Inspector Madie maintained order. The Governor and party arrived at about five o'clock, being escorted by a European constable and eight Indians in charge of Sergeant Garrard. The party included H.E. the Governor and Lady Blake, Viscount Saikdala, the Maharajah of Bikanir, the Maharajah Seindia of Gwalior, and Lieut. Spence. There were also present, among others, Sir John Carrington, O.M.G. (Chief Justice), the Hon. W. Meigh Goodman, Q.C. (Attorney-General), the Hon. J. H. Stewart Lockhart (Colonial Secretary), the Bishop of Victoria (Dr. Hoare), the Hon. R. D. Ormsby (Director of Public Works), the Hon. T. S. Somerville Smith (Acting Puisne Judge), the Hon. Basil Taylor (Acting Harbour Master), the Hon. J. J. Keewick, the Hon. E. M. Gray, the Hon. J. Thurburn, the Hon. Dr. Ho Kai, the Hon. Wei A. Yik, Mr. Roussaville Wildman (U.S. Consul-General), Mr. A. G. Romano (Portuguese Consul-General), Cher Z. Volpielli (Italian Consul), the Russian Consul, Mr. Aldrich (U.S. Vice-Consul), Dr. F. Clark (Medical Officer of Health), Captains Anderson and Goddard, Messrs. J. W. Kinghorn, D. Macdonald, W. Grigor Taylor, David Gillies, N. Munford, R. C. Wilcox, R. K. Leigh, J. R. Madie, A. Shelton Hooper, M. S. Northcote, P. W. Sargent, A. J. May, J. Y. V. Yornon, D. R. Crawford, G. J. W. King, H. P. Tooker, W. J. Tatcher, B. W. Grey, G. O. Barnett, J. S. Hagen, J. Gosman, J. E. Cottam, I. Grant Smith, and W. S. Bailey.

In commencing the proceedings, the Hon. R. D. Ormsby said:—"Your Excellency, ladies and gentlemen: The Construction of this Pier (which I am about to ask Your Excellency to open) was recommended by a committee appointed by His Excellency Sir William Robinson in 1897 to report generally on the subject of Government Piers in the harbour, a committee, on which I had the honour to serve. A solid stone pier, or rather two piers from the same base, which were to project 90 feet into the harbour, had actually been commenced and the foundations laid. The accommodation these piers would have afforded was considered by the committee inadequate for the needs of the rapidly growing traffic, while the expenditure gained of the effects of a high sea on solid structures, such as Murray Pier, had shown conclusively the superiority of open piers on iron piles during rough weather. The committee, therefore, recommended that a pier such as has been erected, 500 feet in length and 40 feet wide, with eight flights of steps, should be constructed here. It was then decided to entrust the designing and ordering of the pier to the eminent harbour engineers, Messrs. Cooles, Son, and Matthews, who had been consulted in regard to the Reclamation Works, and who were well acquainted with Hongkong Harbour. The contract for the iron-work was secured by the Messrs. Iron Work Company and the first shipment arrived here in Oct. 1899. Tenders for the erection of the pier were called for locally, and a contract was entered into with Messrs. Kinghorn and Macdonald, who have carried out the work under the direct supervision of Messrs. J. F. Boulton and J. M. Madie, Executive Engineers, in a very satisfactory manner. Difficulties were encountered, such as are inseparable from a work of a nature in deep water, but were successfully surmounted. We now see some eight feet of the superstructure, while 60 feet are hidden from view under the water and mud of the harbour. The base of the pier, which is 126 feet wide and projects 40 feet from the Praya Wall, is of solid granite, and was designed to carry the iron clock tower which will some day take the place of that in Poddor Street when the latter is removed. The total cost of the completed pier has been \$1,227,774.

His Excellency the Governor said:—"Your Highnesses, Mr. Ormsby, ladies and gentlemen: I accept with great pleasure the duty of opening this public work, the progress of which I have observed from month to month with great interest, and which reflects credit upon the designer and upon the contractors who have carried out the work. It is absolutely necessary for the great traffic of this great port, over whose waters 17 millions of tons or thereabouts come annually, that there should be ample accommodation, especially when we consider the rapidly increasing population of Kowloon. I am glad to hear from the Director of Public Works that the timely presentation has been taken to so arrange the foundations that in time to come the Clock Tower may be erected at the base of the pier. I hope that by next year I shall be able to include in the Estimates a sum to provide for the removal of the Clock Tower from its present position, where it is a serious obstruction to traffic, and its replacement at the base of this pier—and not alone a Clock Tower, but greater accommodation for the people who use the pier. (Applause.) I think it will be well for pier to the have a roof, because in wet weather











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opment, V. C. C. Amateurs' Requisites.

M. MUMFAY, JAPANESE ARTIST,  
Bromide and Gray Enlargements. Work  
done for Amateurs; 8a, Queen's Road, Cl.

YEE CHUN,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

HONGKONG  
BUSINESS DIRECTORY.

## PHOTOGRAPHER

H. YERRA,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl. also Wanchai  
Amateur's Requisites a Specialty.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.  
SILK GOODS DEALERS

TEJUMUL POHUSING,  
Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woolen and Cashmere  
Shawls and other Sundry Goods; 4,  
D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen LACE Curtains made to  
order; 17, Queen's Road, Central.

## STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Shipchangers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Changers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchangers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

MORE & SEIMUND,  
Shipchangers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

## TAILORS

R. HAUGHTON & CO.,  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs; Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS",  
Importers of the Best Manila Cigars; 25,  
Pottinger Street.

KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes; Dealers in  
Fancy Goods, Agents,  
Cannahall House, Queen's Road.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Anlogne, Manila.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C. Scott's and Engineering Codes  
Used.

## DOCK No. 1 (at TATEGAMI)

Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 26 1/2 "

## DOCK No. 2 (at MUKAIJIMA)

Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "

## PATENT SLIP (at KOSUGE)

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
latest IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1619]

## WING CHEONG.

Dealers in  
JEWELRY, PEARLS, DIAMONDS,  
CURIOUS, JADESTONEWARE, CARVED  
IVORYWARE, SILKS, and GRASS  
CLOTHES.

## GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen  
of this Colony that we commenced Business on  
the 11th April, 1900, and we solicit their kind  
patronage.

No. 1 & 3, D'AGUIAR STREET,  
Behind Hongkong Dispensary,  
Hongkong, 5th April, 1900. [2581]

BOMBAY-BURMAH TRADING COR-  
PORATION, LIMITED.  
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCAN-  
TLINGS, PLANED, TONGUED, AND GROOVED  
BOARDS, FOR FLOORING, CEILING, WALLING,  
Etc. TEAK SHINGLES FOR ROOFING.  
PINKADOE RAILWAY SLEEPERS for all  
GAUGES.

Rates Supplied and Orders Booked by  
JARDINE, MATHESON & CO.  
Hongkong, 3rd May, 1895. [2787]

## SCIENTIFIC MISCELLANY.

LIGHT WITHOUT HEAT—PLASTER AND ACCOU-  
STICS—PHOSPHORESCENCE FROM DARK BAYS  
—THE GUN THAT USES NO POWDER—CAYE  
SALTPEPER—SPRING-HEELED BOOTS—IS  
MATTER INDESTRUCTIBLE?—VANISHING  
MAMMALS—TESTING A SNAKE STORY—OLD-  
EST LIVING THINGS.

Lighting by phosphorescence has long been  
an attractive dream. Believing that the dream  
may be best materialized through certain lu-  
minous microbes, M. Raphael Dubois has sought  
for these the most suitable culture bouillon,  
which must contain water, sea salt, phosphate  
and other foods, and traces of mineral matter.  
After thousands of trials he has succeeded with  
these liquid bouillons in giving a room the light  
of full moonlight. By this light from millions  
of living organisms, print may be read, the time  
told by a watch, and a few operations may be  
performed for which ordinary artificial light  
would be unsuitable. M. Dubois expects to in-  
crease the intensity of the light, thus making it  
of much practical value.

Connection between the acoustics and the  
plaster of a room has been pointed out by Prof.  
Charles Nussbaum. To obtain at once the best  
results where softness of timber or tone color is  
required, as in concert halls, the walls and  
ceiling should not be covered with lime and  
sand, but with a mortar of plaster of Paris, free  
from sand in the upper layers, and carefully  
smoothed. The strongly elastic, delicate sur-  
face of this plastering is specially adapted for  
reflecting sound waves and giving soft timbre.

A dark lamp has been made by M. Gustave  
Lo Bon for producing invisible radiations of  
great wave length. Among the striking ex-  
periments performed with it has been the  
placing near it, in an absolutely dark room, of  
a statuette covered with sulphide of lime and  
also perfectly dark. In about two minutes the  
statuette becomes luminous, appearing to  
emerge from the darkness.

In a new German furnace, liquid air is poured  
upon peat and other low-grade fuels to aid com-  
bustion. On evaporation, nitrogen passes off  
first, leaving a gaseous mixture, containing 50  
per cent of oxygen, which powerfully forces the  
fire.

The centrifugal gun, which uses no explosive  
whatever, is the result of many years of ex-  
periment by an experienced British engineer, Mr.  
James Judge. A disc at the base of the gun is  
rotated rapidly by a small electric motor, and the  
shots are thrown by centrifugal force from the  
circumference of the disc at any rate up to 3,000  
per minute, and with a muzzle velocity of about  
2,000 feet per second. There is no noise and no  
recoil. As at present designed, the gun is five  
feet high and weighs about 600 pounds, and is  
operated by two men protected by a light shield.  
Though intended specially for service on electri-  
cally-equipped warships, it can be adapted for  
field purposes by mounting on a light carriage,  
with the addition of oil-engine and dynamo for  
generating electric current. In addition to  
obvious advantages, the weapon has unlimited  
vertical range, and will fire around a complete  
circle.

Without the saltpetre that was obtained from  
caves in the Southern States during the war  
of 1812, it is believed that the history of  
America and of the world would have been  
materially changed. The origin of this cave  
saltpetre has just been investigated by Mr.  
W. H. Hess, who finds from numerous analyses  
that the deposits could not have come from bat  
guano, as has been supposed, but that they have  
resulted from the evaporation of percolating  
water charged with nitrates from the surface  
soil. Similar nitrate deposits are sometimes  
noticed under ledges of rock.

The military boot of Capt. Leder, of the  
Austro-Hungarian army, is an ordinary boot  
with a spiral spring in the heel under a leather  
inner sole. The spring not only lessens jar in  
walking, but gives ventilation to the foot. In  
practical tests in the army, it has greatly less-  
ened the fatigue of marching, and has wholly  
prevented soreness of the feet.

A singular observation of the last seven or  
eight years is that in certain chemical reactions  
a minute quantity of matter seems actually to  
disappear. A late German experimenter claims  
to have shown positively a diminution of weight  
of about one part in 50 millions in a number  
of reactions, such as the mixture of copper  
sulphate with water.

The modern conquest of the earth is every-  
where marked by the extinction of grand old  
types of animal life—from man downward. A  
new work by Mr. W. L. Schaller mentions two  
large mammals that have become extinct in  
South Africa in recent times, and several others  
that are surely passing. The last bla-bok was  
killed in 1799. It is now known from five com-  
plete mounted specimens and several pairs of

## NOT BEYOND HOPE.

Those who have suffered year after year with  
Rheumatism will be glad to hear of a remedy  
that has proved an absolute specific. There are  
no conditions of Rheumatism, no matter how  
severe nor from what cause, that cannot be  
immediately relieved and permanently cured  
by Little's Oriental Balm. People who have  
tried a hundred remedies, liniments, and doctors  
are apt to be resigned to their fate. They  
come to believe that there is no such a  
thing as a cure for Rheumatism. They have  
been disappointed so many times that another  
trial seems almost useless. To all such we say,  
try Little's Oriental Balm faithfully and patient-  
ly and you will soon rejoice at the return of your  
precious health. Many a person was cured  
through Little's Oriental Balm by the use of a  
single bottle; others have used from 3 to 6 bottles  
to obtain the same result. In only very rare and  
exceedingly obstinate cases were more than 6  
bottles necessary. Sold at 1s. 1 per bottle.  
Agents for Hongkong:—THE VICTORIA  
DISPENSARY, LD. [2562-3]

horns that have been preserved in museums.  
The quagga is believed to have survived in the  
Orange Colony until as late as 1873, its fr-  
quent confounding with Burchell's zebra making  
information uncertain. It is thought that the  
white rhinoceros may still have a few repre-  
sentatives in Zululand, although not less than six  
were reported killed as recently as 1894. Of  
the white-tailed gnu and the blaesbok there were  
not long ago a few herds preserved in the  
Orange Colony and the Transvaal, and natural-  
ists feel much anxiety concerning the effect  
of the war upon these animals.

An old-time belief is that adders, when fright-  
ened, swallow their young to protect them.  
Naturalists generally have declared such a feat  
impossible, and to settle this point a careful  
examination of the adder's structure has been  
made by Mr. G. Leighton. He finds no an-  
atomical evidence against the truthfulness of  
the old assertion. To settle the question finally,  
however, it remains for some anatomist to dis-  
sect an adder that has been seen to swallow its  
young.

The great trees of California, of which not  
more than 500 are of remarkable size, are of un-  
certain age. Estimates as high as 5,000 years  
seem to meet with eminent approval, these  
figures signifying that the forest monarchs  
must have begun life before the earliest dawn  
of Chinese history, and at the time of the Deluge  
were older than the art of printing from types  
is to-day. Prof. Charles E. Bessey, however,  
contends that even 2,000 years is a great over-  
estimate, actual ring count of a tree 25 feet in  
diameter having indicated but 1,147 years.

The whooping cough bacillus has been found  
by G. Arnheim in the sputum of 44 patients  
and the bodies of two, no patients with other  
pulmonary and bronchial diseases having this  
germ.

## WHEN YOU SEE THE YELLOW.

Prevention, says the proverb, is better than  
cure. So it is, and vastly easier. That is, when  
you know how to prevent. The town of London  
would not have been scourged by the plague if  
the people had known how to prevent it. But  
they did not, and so they were swept away like  
grass before the scythe.

And, besides, we must know what unusual  
events and appearances mean—what they are the  
signs of. Otherwise we are as helpless as babies  
in a burning house. Take a simple example.  
In the early part of 1890 a woman, whose name  
I will give presently, noticed that her skin and  
the whites of her eyes were turning yellow. She  
understood, of course, that this signified ill-  
health; but the exact cause of it she probably did  
not understand. Few of us do.

Along with this ugly colour—hand in hand  
with it, so to speak—came a low feeling and  
great anxiety and mental depression.  
In a letter dated a few weeks ago, written at  
her home, Gristlestone Cottage, near Chipping  
Sodbury, Gloucestershire, Mrs. Arkwell says:—  
"What my complaint was I could not have told  
you. I had no appetite and felt a good deal of  
pain after the slender meals I took. In a short  
time I got to be so swollen around the waist that  
my clothes were too tight for me."  
The latter symptom was dropped, caused by the  
imperfect action of the kidneys; caused in its  
turn by the original complaint of the stomach  
and liver. But this fact also was a sealed book  
to the suffering woman—as it is to ninety-nine  
per cent of the people.

"My breathing was short and hurried," con-  
tinues Mrs. Arkwell, "and I had pain at the  
heart and the left side. Every morning I began  
the day tired and miserable from want of rest  
and sleep. At last I was so weak that I had to  
use sticks to get about."  
"For seven months I was confined to my bed,  
and thought I should never be well again. I was  
no better for doctors and medicines. After three  
years of this my husband heard people praising  
Mother Seigel's Syrup somewhere, and also read  
about it in the papers. He was so convinced it  
would help me he wanted to try it. To please  
him I did try it, and in a short time I had much  
less pain, and food began to agree with me."  
"I kept on taking the Syrup, gradually im-  
proving, until I was well and strong as ever. All  
the people in the district know of my case, and  
you are welcome to tell everybody else."  
But these signs: the yellow skin and eyes, etc.  
They indicate stomach and liver failure. The  
day you see them—that day take Mother Seigel's  
Syrup. [55]

## HOTEL.

"BOA VISTA" HOTEL,  
MACAO.



THE only FIRST CLASS HOTEL in the  
Colony. Moderate terms by the day or  
month. European Management.  
MACAO is distant 40 miles West of Hong-  
kong and the journey is made each day (Sun-  
days excepted) by the magnificent Saloon  
Steamer "HONGKONG" in 8 hours, leaving  
Hongkong at 2 P.M., and Macao at 8 A.M.  
Connection made by Company's Steamer to  
and from Canton.  
Tourists should not miss the chance of  
visiting this famous old City.  
For Terms, apply  
Telegraphic Address, "Boavista." [2549]

## MANAGER.

ON SALE  
"MOUNTINGS OF THE NAVAL  
GUNS and their Subsequent Use  
with the  
LADYSMITH RELIEF COLUMN."  
Being a Lecture by  
CAPTAIN PERCY SCOTT,  
R.N. C.B.,  
and  
CAPTAIN A. H. LIMPUS, R.N.  
(of H. M. S. Terrible).  
The book is printed on art paper, and illus-  
trated with coloured maps and sketches.  
Price one ... .. \$1 and \$1.50

## SHOW OF CHRYSANTHEMUMS.

M. DORABJEE NOWROJEE begs to  
intimate to his Friends and the general  
Public that his Fine Collection of CHRYSAN-  
THEMUMS will be on SHOW in the  
Gardens at Kowloon Hotel for one week,  
commencing from Monday, the 20th instant.  
Entrance by Kigin and Chater Roads.  
Hongkong, 24th November, 1900. [2964]

## GOVERNMENT NOTIFICATION.

No. 1187.

TENDERS with Detailed Specifications will  
be received at the Colonial Secretary's  
Office up to NOON of FRIDAY, the 1st Fe-  
bruary, 1901, for the Construction and Supply  
of TWO WOODEN or COMPOSITE  
STEAM FERRY BOATS for the JOHORE  
STRAITS. (See Admiralty Chart No. 2403.)  
Length 90 feet over all.  
Breadth not less than 17 feet.  
Maximum draft 7 feet.

The vessels to be of sufficient stability to  
carry passengers on a shade deck about one half  
of their length.  
To be driven by single or twin screw engines  
at a speed of 9 knots on the measured mile. If  
composite built, the frames and scantlings  
throughout to be accessible for painting and  
preservation from corrosion. Ceiling to be dis-  
posed with as far as possible, white ceiling  
there is to be of hard wood. The outside plank-  
ing to be of teak of substantial thickness.  
If of wood to be built of Java teak or Pango  
crooks for frames, &c. with teak planking and  
hard wood ceiling.  
The boats to be sheathed to well above the  
water line with 18 oz. yellow metal.  
Tender must state the price—1st with fit-  
tings to burn liquid fuel, carrying a sufficient  
supply to steam about 500 knots—2nd with fit-  
tings for burning wood fuel—3rd with fittings  
which can be altered for burning liquid or wood  
fuel as found expedient.

The boats must be built for and fitted with  
towing hooks and other fittings and gear for  
towing a 40 ton tugboat.  
One short mast forward for light and signal-  
ing and a teak wood dingy to be supplied with  
each vessel.  
First Class and Native passenger accommoda-  
tion to be separate. Space for baggage to be  
provided below.  
Any further information can be obtained  
from the Master Attendant, Singapore.  
Tenders to state the date on which the boats  
can be completed and delivered in Singapore.  
The Government does not undertake to ac-  
cept the lowest or any tender.  
Colonial Secretary's Office.  
Singapore, 22nd October, 1900. [2914]

## NOTICE TO MARINERS.

No. 354.  
CHINA SEA.  
TIENTSIN DISTRICT.  
SHAN-HAI-KUAN TEMPORARY  
LIGHT.

THIS Light was exhibited for the first time  
at sunset on the 8th instant.  
The illuminating apparatus is Dioptric, of the  
Sixth Order, showing a fixed white light.  
The Lighthouse is placed on the outer bastion  
of the Great Wall immediately below the Pagoda  
on the No. 1 Fort, and the Light, which is  
elevated 84 feet above sea level, should be visible,  
in clear weather, at a distance of 10 nautical  
miles.

The Light is hoisted on a mast 38 feet in  
height.  
The mast and lightkeepers' hut, and the  
parapet of the bastion are painted white.  
Approximate position:—  
Latitude ... .. 39° 58' 00" N.  
Longitude ... .. 119° 48' 45" E.  
By Order of the Inspector General of  
Customs.  
A. M. BISBEE,  
Coast Inspector.

Imperial Maritime Customs,  
Coast Inspector's Office.  
Shanghai, 22nd November, 1900. [3008]

## NOTICE TO MARINERS.

No. 355.  
CHINA SEA.  
TIENTSIN DISTRICT.  
CHIN-WANG-TAO TEMPORARY  
LIGHT.

THIS Light was exhibited for the first time  
at sunset on the 15th instant.  
The illuminating apparatus is Dioptric, Group  
occluding of the Sixth Order, showing a fixed  
white light varied by two eclipses every twenty  
seconds, thus:—  
Light ... .. 14 seconds.  
Eclipse ... .. 2 "  
Light ... .. 2 "  
Eclipse ... .. 2 "

and so on.  
The Lighthouse is placed near the South-  
western extremity of the bluff at Chin-wang-tao,  
and the Light, which is elevated 87 feet above  
sea level, should be visible, in clear weather, at  
a distance of 10 nautical miles.  
The Light is hoisted on a mast 38 feet in  
height.  
The mast and lightkeepers' hut are painted  
white.  
Approximate position:—  
Latitude ... .. 39° 54' 50" N.  
Longitude ... .. 119° 35' 00" E.  
By Order of the Inspector General of  
Customs.  
A. M. BISBEE,  
Coast Inspector.

Imperial Maritime Customs,  
Coast Inspector's Office.  
Shanghai, 22nd November, 1900. [3004]

YOBARI AND SORACHI  
COALS.

HOKKAIDO TANKO TETSUDO  
KAISEI.  
ROKKADO COLLIERY AND RAILWAY CO.,  
LIMITED.  
CAPITAL ... .. 1,000,000  
YEN 12,000,000  
ANNUAL OUT-  
PUT ... .. 800,000 TONS.

## PORTS OF EXPORT.

THE celebrated Yubari and Sorachi Coals are  
widely known as the best and most econ-  
omical Japanese Coals. The Coals can be ob-  
tained at Tokyo, Yokohama, Otaru, Muroran,  
Shanghai, Hongkong, and other principal ports.  
OFFICE: MINAMI-1DAMACHI, TOKYO,  
JAPAN.  
Telegrams: "TANKO" TOKYO.  
HUGHES & ROUGH,  
Agents for Hongkong. [49]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERIAN, CULPE, CONTINENTAL  
AND AMERICAN PORTS.  
THE Company's Steamship

"SOBRABON."  
Captain L. M. Wilmor, R.N.R., carrying Her  
Majesty's Mails, will be despatched from this  
for Bombay on SATURDAY, the 8th Decem-  
ber, at Noon, taking passengers and cargo for  
the above ports.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON, &c., via Ports of Call	SODRAON	Brit. str.	—	L. M. Wilmot, R.N.R.	P. & O. S. N. Co.	On 8th Dec., at Noon.
LONDON, &c., via Ports of Call	ANTHONY	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON, &c., via Ports of Call	SOCOTRA	Brit. str.	—	T. H. Hyde, R.N.R.	P. & O. S. N. Co.	On or about 13th Dec.
LONDON, &c., via Ports of Call	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
LONDON, &c., via Ports of Call	ACHILLES	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	To-morrow.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	O. Cuppers	BUTTERFIELD & SWIRE	On 13th Dec., at Noon.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Poydonot	BUTTERFIELD & SWIRE	On 14th Dec., at 1 P.M.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	W. Bainbridge	BUTTERFIELD & SWIRE	On 14th Dec., at Daylight.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	A. Wagner	BUTTERFIELD & SWIRE	On or about 8th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Forst	BUTTERFIELD & SWIRE	On or about 20th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Hommel	BUTTERFIELD & SWIRE	On or about 30th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Schmidt	BUTTERFIELD & SWIRE	On or about 8th Jan.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Bakke	BUTTERFIELD & SWIRE	On or about 20th Jan.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	E. G. Warner	BUTTERFIELD & SWIRE	To-morrow.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Hansen	BUTTERFIELD & SWIRE	On 12th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	H. Pybus, R.N.R.	BUTTERFIELD & SWIRE	On or about 20th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	A. Dixon	BUTTERFIELD & SWIRE	On or about 25th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Petersen	BUTTERFIELD & SWIRE	Quick despatch.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 15th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	On-morrow.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Krohn	BUTTERFIELD & SWIRE	On or about 30th inst.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Bendixon	BUTTERFIELD & SWIRE	On or about 1st Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	J. B. Macmillan	BUTTERFIELD & SWIRE	On 4th Dec., at Noon.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	J. McConzie	BUTTERFIELD & SWIRE	On 11th Dec., at Noon.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 18th Dec., at Noon.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 10th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Petersen	BUTTERFIELD & SWIRE	On 10th Dec., at 4 P.M.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	G. K. Wright	BUTTERFIELD & SWIRE	On 14th Dec., at Daylight.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	S. Barclay	BUTTERFIELD & SWIRE	On or about 6th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Bachurst	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Hodgins	BUTTERFIELD & SWIRE	On 7th Dec., at Daylight.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	K. Hasegawa	BUTTERFIELD & SWIRE	On 21st Dec., at Noon.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	K. Suzuki	BUTTERFIELD & SWIRE	On 21st Dec., at Noon.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	S. Atsumi	BUTTERFIELD & SWIRE	On 4th Dec., at Noon.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On or about 2nd Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	On 4th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 4th Dec., at 5 P.M.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	S. Yoshizawa	BUTTERFIELD & SWIRE	On 10th Dec., at 4 P.M.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Rassovich	BUTTERFIELD & SWIRE	On 12th Dec., at Noon.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th Dec., P.M.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA, ANTWERP,  
BREMERHAMBURG,  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.  
N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PREUSSEN	WEDNESDAY 9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 23rd January, 1901.
SACHSEN	WEDNESDAY 6th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 20th February, 1901.
BAYERN	WEDNESDAY 6th March, 1901.
STUTTGART	WEDNESDAY 20th March, 1901.
KONIG ALBERT	WEDNESDAY 3rd April, 1901.
PRINZ HEINRICH	WEDNESDAY 17th April, 1901.
PREUSSEN	WEDNESDAY 1st May, 1901.
PRINZESS IRENE	WEDNESDAY 15th May, 1901.

ON WEDNESDAY, the 12th day of December, 1900, at Noon, the Steamship "KONIG ALBERT" of the Norddeutschen Lloyd, Capt. O. Cuppers, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon on MONDAY, the 10th December. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 11th December. Contents of Packages are required. No Parcels Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.

Hongkong, 29th November, 1900.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.  
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,611	A. Dixon	December 1
BEAUMAR	3,801	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, 243.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235. The best route to the KONTYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA, AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900.  
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901.  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which have direct and easy access to the Continent from the PACIFIC TO THE ATLANTIC, without CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, and passengers to Great Britain and the Continent are given choice of which passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at the Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, 22nd November, 1900.

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## SHIPPING.

## ARRIVALS.

Nov. 28. RIO-NEGRO, French str., 3,600, C. A. Richard, Taku 22nd November.  
Nov. 28. RAJAH, British steamer, 3,637, J. L. Leffwick, R.N.R., Shanghai 25th Nov., General.—JARDINE, MATHESON & CO.  
Nov. 28. CANTON, British str., 2,164, C. F. Lockstone, Foochow 30th Nov., General.—P. & O. S. N. Co.  
Nov. 29. LOKSIO, British str., 987, Leask, Swatow 28th Nov., Bullast.—JARDINE, MATHESON & CO.  
Nov. 29. PENTACOTA, British str., 2,209, H. L. Parsons, Taku via Chefoo and Weihaiwei 23rd November.  
Nov. 29. ELSE, German steamer, 903, Petersen, Chefoo 24th Nov., General.—JEBSEN & CO.  
Nov. 29. QUAKA, German steamer, 1,140, Johansen, Java 20th Nov., Sugar.—JARDINE, MATHESON & CO.  
Nov. 29. GUALION, British hospital ship, 2,274, W. W. Allen, Shanghai 26th November.  
Nov. 29. INDA, British transport, 2,591, H. B. C. Flanagan, Senkaiwan 24th November.  
Nov. 29. LOKSIO, German str., 1,020, Jackson, Singapore 22nd Nov., Timber.—BUTTERFIELD & SWIRE.  
Nov. 29. ADAMASTOR, Portuguese cruiser, from Mueco.  
Nov. 29. TEINAN, British str., 1,461, O. Anderson, Hongkong 27th Nov., Coal.—BUTTERFIELD & SWIRE.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

20th NOVEMBER.

Awa Maru, Japanese str., for Singapore.

Benlary, British str., for Nagasaki.

Haita, British str., for Swatow.

Diamante, British str., for Manila.

Catherine Apray, British str., for Singapore.

Ipsenoon, German str., for Shanghai.

Taichong, German str., for Swatow.

Hermes, Norwegian str., for Hongkong.

Eke, German str., for Canton.

## DEPARTURES.

Nov. 28. DUNDEE, British str., for Chemainus.

Nov. 28. CANTON, British str., for Shanghai.

Nov. 29. STUTTGART, German str., for Europe.

Nov. 29. TAICHOON, German str., for Canton.

Nov. 29. ELSE, German str., for Canton.

Nov. 29. TAICHOON, German str., for Swatow.

Nov. 29. PEIUSE, British str., for Amoy.

Nov. 29. DIAMANT, British str., for Manila.

Nov. 29. C. APCAR, New str., for Hongkong.

Nov. 29. HERMES, German str., for Shanghai.

Nov. 29. LUTHER, German str., for Shanghai.

Nov. 29. PATRIK, Belgian str., for Shanghai.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Benlary, Deuterio.

KOWLOON DOCK.—Tartar, Clara, Formosa.

Gefion, Telemachus, Hercules, H.M.S. Otter.

COSMOPOLITAN DOCK.—Tacoma, Breconshire, Machar.

## SHIPPING REPORTS.

The British steamer Canton, from Foochow

29th November, had fine weather and light to moderate monsoon.

The British steamer Lohang, from Swatow

29th November, had strong northerly wind and cloudy weather.

The German steamer Looch, from Singapore

22nd Nov., had fresh monsoon and cloudy weather throughout the voyage, with high head sea.

The British steamer Pentakota, from Taku

via Chefoo and Weihaiwei 23rd November, had very smooth passage all the way down. Passed H.M.S. Argonaut, bound north, on the 25th November.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

States of MAINE, American ship, Colcord.

Standard Oil Co.

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at LONDON Rates.

THE Company's Steamship

"PYRHEUS"

Captain Tillotson, will be despatched as above

TOMORROW, the 1st December.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 13th November, 1900.

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Hongkong, 13th November, 1900.

Hongkong, 13th November, 1900.

Hongkong, 13th November, 1900.

## VESSELS ON THE BERTH

## LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.

Looking Cargo for OVERLAND POINTS.

THE First Class Twin Screw Steamer

"MILOS"

will be despatched on or about 30th instant.

For Freight, apply to T. M. STEVENS &amp; CO., Agents.

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